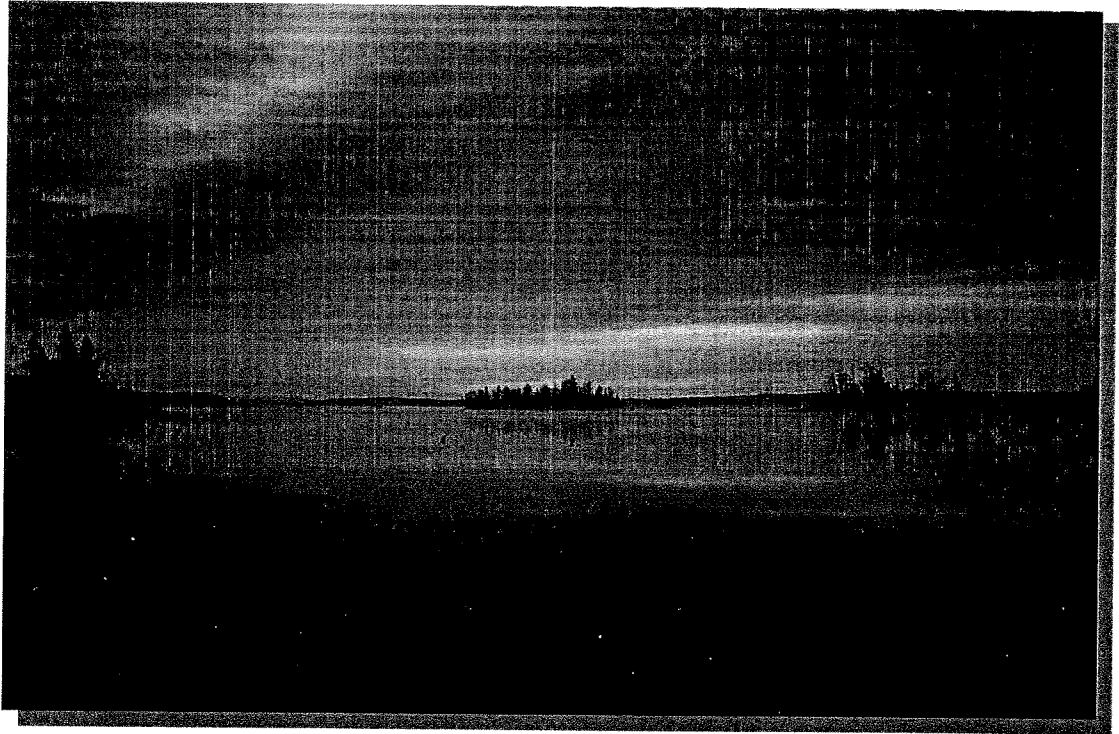


GILE FLOWAGE WATERSHED COMPREHENSIVE PLAN-PHASE I



Gile Flowage Sunrise

**WISCONSIN DEPT. OF NATURAL RESOURCES
LAKE PLANNING GRANT
LPL-900-04**

**SUBMITTED JOINTLY BY THE
TOWN OF CAREY AND THE TOWN OF PENCE
IRON COUNTY, WISCONSIN**

DECEMBER, 2004

GILE FLOWAGE WATERSHED COMPREHENSIVE PLAN-PHASE I

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as per Lake Planning Grant Agreement

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Wisconsin Department of Natural Resources

Lake Planning Grant

LPL-900-04

In partnership with the
Towns of Carey and Pence
Iron County, Wisconsin

The following Issue and Opportunity statements have been extracted from the Town of Carey Comprehensive Plan Survey. The survey was reviewed by the Town Plan Commission and townspeople at the Plan Commission meetings on May 29th and June 26th, 2003.

LAND USE:

- Townspeople indicated a strong desire to limit minimal lot sizes to one acre.
- Minimum lake frontage lot widths are split between 100 and 200 feet.
- Townspeople indicated a strong desire to regulate all uses of the town.
- A desire to remain the same (rural) with minimum change was indicated.

ARICULTURAL, NATURAL, AND CULTURAL RESOURCES:

- Residents indicated a concern for the Gile flowage (preservation and development).
- A combination of private and public money should be used to preserve cultural resources.
- The majority of townspeople indicated shoreline development should be limited to single family homes.
- Keyholding should be prohibited.
- Majority are unsure about utilizing zoning controls to regulate water quality.

TRANSPORTATION:

- Long range plans are needed to improve roads.
- Residents indicated a need to develop more recreational trails.
- Road maintenance needs improvement.

HOUSING:

- Moderately priced homes are needed.
- Existing homes need rehabilitation.
- Mobile homes and mobile home parks do not have a place in the town.
- Old public buildings should be restored or demolished.

UTILITIES AND COMMUNITY FACILITIES:

- High-density development is not welcome in the town.
- The majority are content with current town hall.
- Garbage collection needs improvement.
- The majority of the townspeople are content with zoning enforcement.
- Property taxes are unreasonable.

ECONOMIC DEVELOPMENT:

- Jobs that pay well are needed in the county.
- New jobs are needed.
- Townspeople support the use of tax dollars to improve the job situation.
- Tax money should not be used to improve downtown areas.
- Tourism, light industry and logging are most important to the county.
- Economic development is not welcome if it changes the community's character or quality of life.

INTERGOVERNMENTAL COOPERATION:

- In general the townspeople support intergovernmental cooperation.

TOWN OF CAREY
COMPREHENSIVE PLAN GOALS AND OBJECTIVES

LAND USE:

GOAL: Promote a land use plan consistent with the townspeople's desire to maintain the rural character of the community.

OBJECTIVES:

- a) Develop a minimum lot size for the town non-shoreline development.
- b) Insure that minimum lake frontage lot widths are established.
- c) Incorporate within the town's land use element a procedure to regulate the land use within the town.
- d) Insure that the land use element of the comprehensive plan allows for minimum change to the rural setting of the town.
- e) Address unattended facilities having livestock, animals.

AGRICULTURAL RESOURCES:

GOAL: Support the preservation of existing and future agricultural activities.

OBJECTIVES:

- a) Develop within the town zoning plan policies to support agricultural activities.

NATURAL (WOODLANDS & WILDLIFE) RESOURCES:

GOAL: Insure that natural resources are preserved and protected.

OBJECTIVES:

- a) In conjunction with the Town of Pence, utilize a state grant to preserve, protect and effectively utilize the Gile Flowage.
- b) Limit shoreline development to single family homes.
- c) Prohibit shoreline "keyholing" within the Town of Carey.
- d) Clearly define the use of zoning controls to regulate water quality.

CULTURAL RESOURCES:

GOAL: Support and preserve cultural resources within the Town of Carey and the county.

OBJECTIVES:

- a) Enhance town participation when indicated to support and preserve cultural resources.

TRANSPORTATION:

GOAL: Provide a safe and efficient transportation system that meets the needs of the townspeople.

OBJECTIVES:

- a) Update and utilize long range plans to improve the town road system.
- b) Working with the county and private resources develop additional recreational trails.
- c) Secure funding to improve road maintenance.
- d) Develop a long range plan with the Town of Knight and the county that specifically address's Island Lake road.

HOUSING:

GOAL: Enhance and control housing within the township.

OBJECTIVES:

- a) Seek funding assistance sources to rehabilitate housing of qualified townspeople.
- b) Develop an ordinance that address's mobile homes and mobile home parks within the township.
- c) Develop a blight ordinance for the township.

UTILITIES AND COMMUNITY FACILITIES:

GOAL: Maintain and enhance town facilities which contribute to the overall improvement of the community.

OBJECTIVES:

- a) Explore the possibility of developing a park within the township.
- b) Enhance and/or expand the town boat landing.
- c) Develop cooperative agreements with other communities.

ECONOMIC DEVELOPMENT:

GOAL: Support local economic development within the county.

OBJECTIVES:

- a) Insure that economic development does not change the community's rural character or quality of life.
- b) Continue to support tourism, light industry and logging.

INTERGOVERNMENTAL COOPERATION:

GOAL: Insure continued cooperation with local towns and the county.

OBJECTIVES:

- a) Develop cooperative agreements with the county and the Town of Knight for the development of Island Lake and access roads.
- b) Explore the possibility of sharing resources with bordering towns.
- c) Continue cooperative agreement with the Town of Pence in addressing the Gile Flowage (utilizing DNR grant).

TRANSPORTATION [§ 66.1001 (2)(c), Stats.]

Introduction

The transportation network is the backbone upon which a community bases its economy, access to resources and connection to other communities forming a critical link to continued development and growth. Maintenance and repair, in addition to periodic additions and enhancements to this system, are essential for preserving connectivity for county residents, visitors, and businesses. Keeping pace with changes in transportation trends and network use is also essential to anticipate needed improvements and potential additions to the transportation network.

The Town of Carey's transportation system consists of minor arterials, major collectors, and local roads. Certain areas of the town can also accommodate bicycle and pedestrian travel. However, private vehicles are the primary means of transportation in, through, and around the Town of Carey.

Transportation Vision – 20 Year Outlook

The Town of Carey supports a well-maintained and safe state, county, and local road system to serve the town. The township envisions continued cooperation with the bordering towns and the county to enhance the local road system. Also, the town will explore the possibility of adding recreational trails that can be utilized as commuter paths (ATV/snowmobile).

Inventory of Existing Transportation Facilities

Transportation facilities in the Town of Carey are basic facilities ranging from rural town roads to state highways. Residents enjoy easy access to highways and town roads. Opportunities for safe pedestrian travel are limited given a lack of sidewalks and few trail facilities to connect developed areas. Residents of the town rely on their personal vehicle to meet most of their transportation needs. Other modes of transportation including bus mass transit and air transportation are not available in the town, nor are they likely to be developed prior to 2025 given that the population and local businesses do not demand, nor can they support, these types of transportation services.

Functional Classification System

The Town of Carey's roadway network is comprised of approximately 46 miles of highways and town roads. Roads within the community are classified according to their primary function and by the amount of traffic they sustain. In the Town of Carey, CTH C is divided into two classifications – major and minor collectors. Island Lake town road is classified as a major

collector and, as a local road, provides routes to homes and recreational destinations both within and beyond the town.

Principal Arterials. US 51 is a principal arterial that passes through the northern quarter of the Town of Carey.

Minor Arterials. No minor arterial roads exist in the Town of Carey.

Major Collectors. Island Lake town road and part of CTH C are the major collectors in the Town of Carey.

Minor Collectors. The north-south segment of CTH C is classified as a minor collector.

Local Roads. The remaining 38.51 miles of roads in the town are local. They provide access to residential, commercial, and recreational uses within the Town of Carey.

All the roads described in this section are illustrated on the Town of Carey Road Classification Map on the following page.

Table 1 Functional Classification Mileage	
Classification	Miles
Principle arterials	2.86
Minor arterials	0.00
Major collectors	13.65
Minor collectors	5.13
Local roads	24.45
Total	46.09

Source: Wisconsin Department of Transportation, District 7

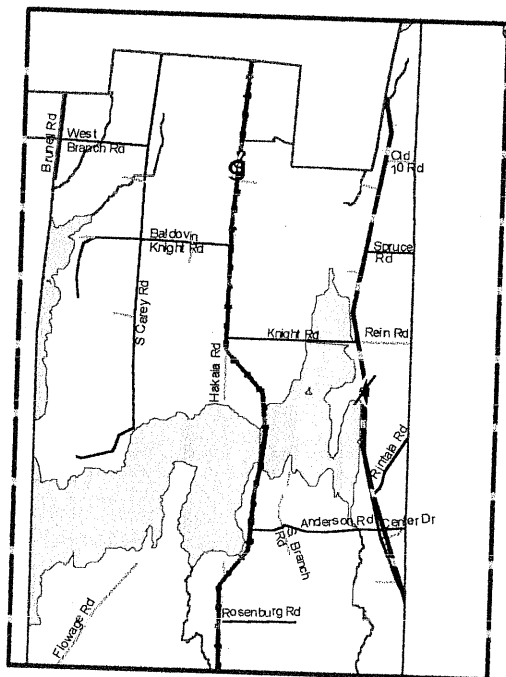
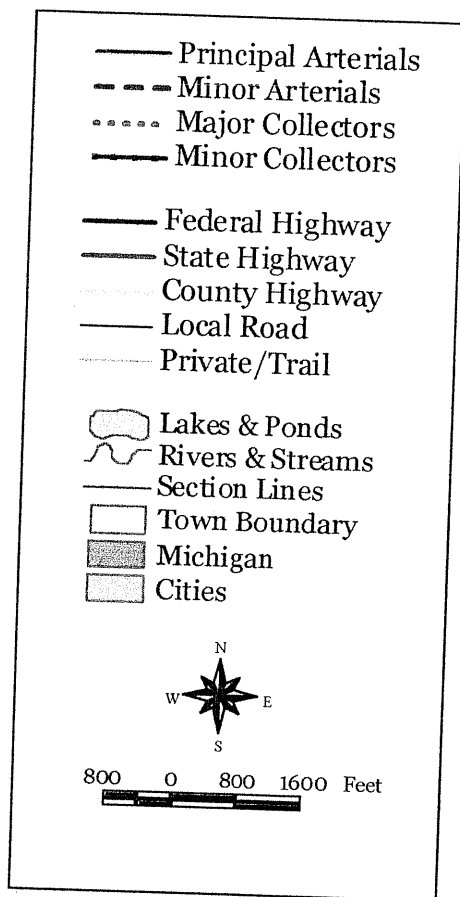
Streets and highway are classified according to their primary function, either to move vehicles or to serve adjacent land.

- ✓ **Principal Arterials** – serve interstate and interregional trips. These routes generally serve urban areas greater than 5,000 population.
- ✓ **Minor Arterials** – accommodate interregional and inter-area traffic movements, often in conjunction with principal arterials.
- ✓ **Major Collectors** – provide service to moderate sized communities and other intra- area traffic generators. Many county truck highways fall into this classification.
- ✓ **Minor Collectors** – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.
- ✓ **Local Roads** – provide direct access to residential, commercial and industrial development.

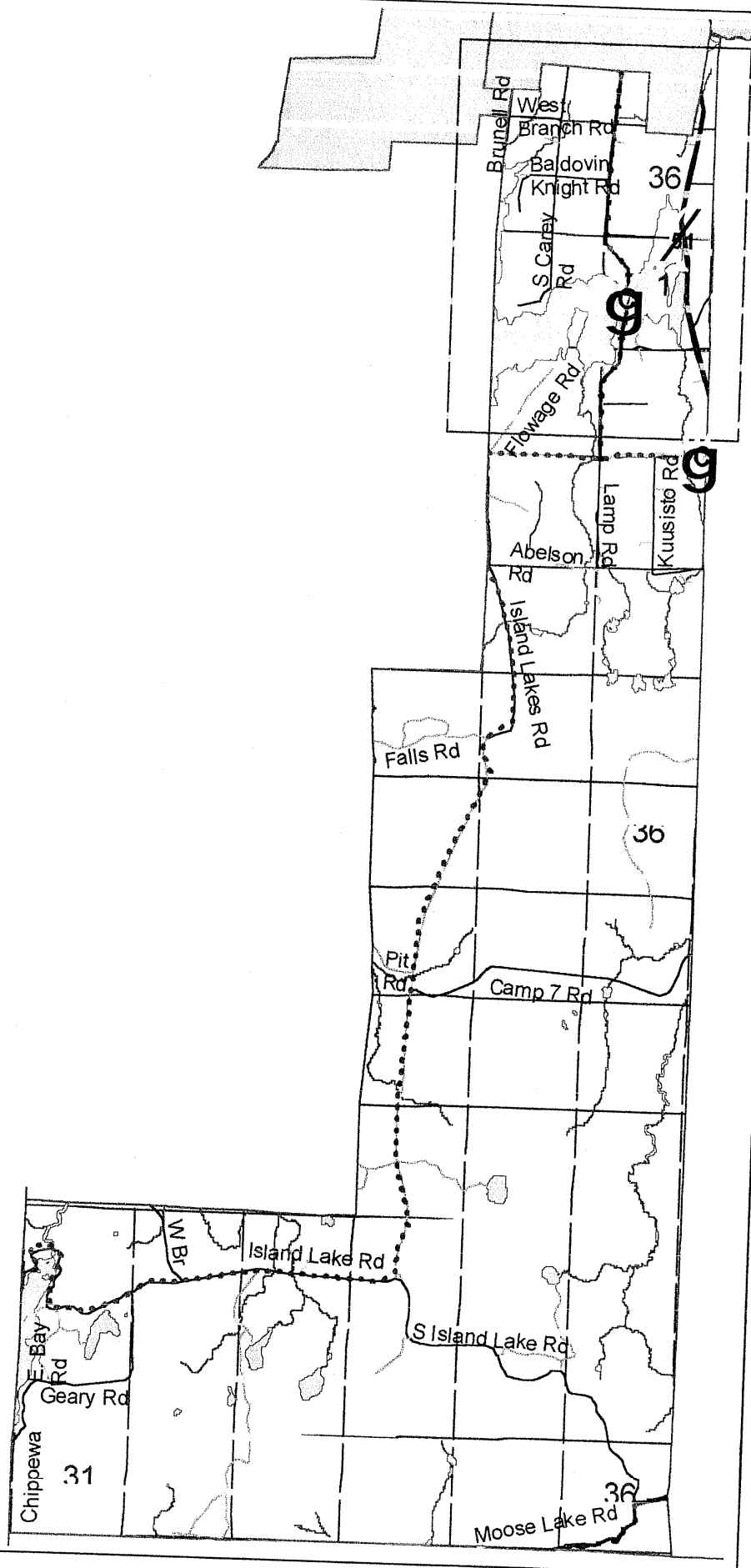
Map 1: Functional Classification

Functional Classification - Town of Carey

Map



Source: WiDOT; WDOA;
Northwest RPC



Traffic Volume

Table 2 depicts change in Annual Average Daily Traffic (AADT) at recording sites on roads passing through the Town of Carey. As is indicated in the table, Site 3 along CTH C has shown the highest amount of traffic increase of all roadways in the town measured since 1978.

The increase in traffic in and around the Town of Carey and throughout Iron County can be attributed to two main factors. First, since 1978, residents of the town and surrounding towns are making more frequent vehicular trips for shopping, commuting to work, and to recreational sites. Secondly, some areas of Iron County have seen increases in population density and the development of second homes owned by seasonal residents of the town.

Table 2 Annual Average Daily Traffic at Recorded Sites Town of Carey 1978-1999									
	1978	1981	1984	1987	1990	1993	1996	1999	+/- Change
Site 1	130	80	100	160	140	150	140	190	+60
Site 2				10	50	40	-	70	+60
Site 3				180	180	230	190	310	+130

Source: Wisconsin Highway Traffic, Department of Transportation District 7

Source: Wisconsin Highway Traffic, Department of Transportation District 7

Site 1: STH C, one mile west of US 51

Site 2: Island Lake Road, three & one half miles south of CTH C

Site 3: CTH C, one & one half miles south of STH 77

-: No Data for this year

(blank space): Site was not established yet.

PASER Rating System

In 2001, the Town of Carey had the Northwest Regional Planning Commission complete its Pavement Surface Evaluation Rating (PASER) for all town roads in accordance with WisDOT requirements. PASER is a visual inspection system to develop a condition rating for community roads that must be done once every two years. PASER is an important tool for small government planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation.

Roads are rated 1 – 10 based on their condition.

Rating 9 & 10 – no maintenance

Rating 7 & 8 – routine maintenance, crack-sealing and minor patching

Rating 5 & 6 – preservative treatments (seal-coating)

Rating 3 & 4 – structural improvements and leveling (overlay or recycling)

Rating 1 & 2 – reconstruction

Paved roads were rated from 1 to 10 (10 being the best), and gravel roads were rated from 1 to 5 (5 being the best). Currently, there are approximately 39 miles of local roads that the Town of Carey is responsible for repairing and/or maintaining throughout the year. This mileage may fluctuate from year to year due to additions or subtractions of roadway miles to the overall town

system. NOTE: The Town of Carey, utilizing the PASER system, evaluated the town roads for 2003.

Town Roadway Improvements

Improvements to local roads are critical for maintaining an adequate and safe roadway system. Future road improvements are generally based on current road conditions, with the intent to keep all roadways intact and useable on a daily basis. Future roadway improvements need to be flexible because of the possibility of unforeseen emergencies or disasters that may arise from year-to-year or even day-to-day. The Town of Carey has developed a schedule of future road improvements. There are 15 scheduled town roadway surface improvements through 2007 as listed in Table 3.

Iron County Road Improvement Plan

The Iron County Highway Department has a road construction schedule in place for scheduled county road improvements for 2004-2008. There is one county improvement scheduled in the Town of Carey for 2007. No conflicts between the Iron County and the Town of Carey Comprehensive Plans have been identified.

State of Wisconsin Six Year Highway Improvement Program

There is one state highway project scheduled in the Town of Carey between 2002-2007 as shown in Table 3.

Year	Sponsor	Road/Street	Location	Mileage	Type of Improvement
2003	Carey	E-Bay Road		.20	Ditch, install culverts, Gravel
2003	Carey	Anderson Road	Linnunpuro Creek		Install box culvert
2003	Carey	Island Lake Road		1.00	Gravel
2004	Carey	Kuusisto Road	CTH C south	1.58	Gravel
2004	Carey	Island Lake Road	Beaver Pond		Install large culvert
2004	Carey	Island Lake Rd.		1.00	Gravel
2004	Carey	Camp 7 Road	All	2.96	Ditch, Replace culverts, Gravel
2004	Carey	Lampi Road	CTH C south	0.77	Ditch, Gravel
2004	Carey	Island Lake Road		1.00	Gravel
2005	Carey	Anderson Road	US 51 to creek	.02	Asphalt (LRIP)
2005	Carey	Center Drive	Oma town line to US 51	.18	Asphalt (LRIP)
2005	Carey	Island Lake Road		1.00	Gravel
2006	Carey	West Branch Road	Gile line to South Carey	.47	Ditch, gravel
2006	Carey	Baldovin Road	All	.95	Gravel
2006	Carey	Island Lake Road		1.00	Gravel
2007	Carey	Falls Road		1.28	Reconstruction

2007	Carey	South Carey Road	End of asphalt to end	2.00	Ditch, Gravel
2007	Carey	Island Lake Road		1.00	Gravel
2005-2007	WisDOT	USH 51	CTH C – Hurley	3.95	Replace pavement
2007	County	CTH C	Odanah Rd to Knight Rd	2.00	Resurface

Source: Town of Carey, Iron County, & WisDOT

Pedestrian Facilities

Most local town roads in the Town of Carey have limited shoulder areas and the speed limits are usually more than 45 miles per hour unless posted otherwise. A motor vehicle creates a dust hazard for pedestrians on gravel roads. These conditions hamper safe pedestrian travel opportunities. Moreover, given the low-density development pattern of the town and the fact that nearly all goods and services are located several miles away in nearby cities, walking to places of work, shopping, or entertainment is not realistic for most residents. This situation is not anticipated to change over the 20-year planning period. As a result, people without access to motor vehicles must arrange for other transportation. There are no public transportation services available in the town.

Bicycling Opportunities

Bicycling offers the flexibility of an auto, which is critical to young and old who do not possess a motor vehicle.

The WisDOT, along with the Bicycle Federation of Wisconsin, has compiled a Wisconsin State Bike Map that highlights bicycling conditions on select roadways in northern Wisconsin. In the Town of Carey, CTH C and US 51 are rated as best conditions for bicycling.

Most of the rural State Trunk Highway system now has a three-foot or wider paved shoulder. While shoulders were generally paved for maintenance and safety purposes, they also provide suitable accommodations for bicycle travel.

Railroad Corridors

No railroad lines exist in the Town of Carey.

Air Transportation

There are no airport facilities in the Town of Carey, and there are no plans to establish any such facility. The nearest major airport facility with scheduled passenger service is the Gogebic-Iron County Airport located near Ironwood, Michigan. Gogebic-Iron County Airport offers two flights daily, Monday through Friday to Milwaukee; one flight on Saturday to Milwaukee; and one flight on Sunday to Milwaukee. The airline carrier is Midwest Connect, a carrier for

Midwest Airlines. The next closest airports with commercial air passenger service are Duluth International and Rhinelander-Oneida County.

At present, there are four private airport/airfields within Iron County that are registered with the WisDOT Bureau of Aeronautics. Their county location and present status is outlined in Table 4.

Table 4 Iron County Airports/Airfields		
Airport/Airfield	Location	Status
Spud-River Airport	T.46N-R1W Section 20 - Gurney	Private
Saxon (PVT Lindblom)	T.47N-R2E Section 35 - Saxon	Private
Springstead	T.41N-R3E Section 31 - Sherman	Private
Blair Lake Airport	T.42N-R3E Section 19 -Mercer	Private

Source: Wisconsin Department of Transportation, Bureau of Aeronautics, 12/2002

Mass Transit

Mass transit service is not available in the Town of Carey given its low density of development. The density of development in the town cannot provide the ridership necessary to support a bus route. There is no local demand for this service and no plan exists to establish service in the next 20 years.

Transportation Facilities for Disabled

Iron County is served by two elderly and disabled transportation organizations. Care-a-van Convalescent Transport Service, located in Ironwood, MI provides transportation to all of Iron County for the elderly and disabled. The Iron County Unit On Aging also provides transportation services to all of Iron County and is located in Hurley. Free transportation is offered to elderly if they get a human services supplement and there is a minimal charge if not. Both organizations provide vans with wheel chair accessibility.

Trucking and Water Transportation

Trucking through the town is accommodated through the highway network and typically is subject to road weight restrictions, while water transportation is primarily utilized for recreational purposes.

Multi-Use Trails

Throughout Iron County, there are several hundred miles of multi-use trails. This network is used most intensely during the winter months for snowmobiling and in the summer months for

ATV use, which in addition to its recreational use provides an alternate means of commuting for some Iron County residents. As specified in the town ordinances, certain roads are open to ATV and Snowmobile traffic. Motorized and non-motorized trail systems are further described in the Utilities and Community Facilities element of the Town of Carey Comprehensive Plan.

SUMMARY OF EXISTING TRANSPORTATION PLANS

TRANSLINKS 21

TransLinks 21 is a multi-modal transportation plan for Wisconsin's 21st century. WisDOT completed the development of the 25-year plan in 1994 as a Statewide Transportation Plan to facilitate the efficient and economic movement of people and goods. Separate transportation modes are more precisely defined in the following transportation mode plans ending in "2020" below.

Connections 2030

Connections 2030 is the second generation Statewide Transportation Plan after Translinks 21, and is now in progress. The planning process will update Wisconsin's comprehensive, long-range multi-modal transportation plan. It will provide a broad planning framework for the next 25 years, guiding transportation policies, programs and investments through 2030.

Wisconsin State Highway Plan 2020

The *Wisconsin State Highway Plan 2020* focuses on the 11, 800 miles of State Trunk Highway routes in Wisconsin. The plan does not identify any projects in the Town of Carey in the next 20 years, and no conflicts with the Town of Carey Comprehensive Plan have been identified.

Corridors 2020

Corridors 2020 sets criteria for selected routes that go beyond traditional highway planning with the intent to enhance and improve all two-lane and four-lane highways connecting cities of 5,000 inhabitants or more. This does not pertain to the Town of Carey, as no corridor 2020 primary or secondary route passes through the town. No conflicts with the Town of Carey Comprehensive Plan exist at this time.

Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* (1998) presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into the Town of Carey.

Wisconsin Pedestrian Policy Plan 2020

This plan provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin. No specific recommendations to the Town of Carey exist.

Wisconsin State Airport System Plan 2020

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. There are no airports or airfields in the Town of Carey, and none are planned in the next 20 years; therefore, this plan does not apply to the town.

Wisconsin State Rail Plan 2020

This plan provides the policy framework for the preservation and enhancement of the Wisconsin State Rail System. The plan also defines the rail system's role in the movement of people and goods within the context of Wisconsin's multi-modal transportation system. The plan assesses the rail system's current condition and determines courses of action for future improvements and alternatives to fund them. *(This plan will be updated when the SRP becomes available-Summer 2003).*

TOWN OF CAREY COMPREHENSIVE PLAN SURVEY RESULTS REVISED 5/1/03

Total Town Responses – 77 (31.6)%

Total County Responses – 2,278 (34.4)%

I. Trends and Visions

1. How do you feel that Iron County has changed over the last 20 years?

	Improved for the better		Become more economically depressed		Become too developed		Has not changed	
T	16	(22.2%)	25	(34.7%)	14	(19.4%)	17	(23.6%)
R	9	(23.1%)	15	(38.5%)	4	(10.3%)	11	(28.2%)
NR	7	(22.6%)	9	(29.0%)	9	(29.0%)	6	(19.4%)
C	577	(26.8%)	823	(38.2%)	342	(15.9%)	411	(19.1%)

2. How satisfied are you with the quality of life in Iron County today?

	Satisfied		Extremely Satisfied		Dissatisfied		Extremely Dissatisfied		Not Sure	
T	46	(60.5%)	6	(7.9%)	14	(18.4%)	0	(.0%)	10	(13.2%)
R	25	(62.5%)	3	(7.5%)	7	(17.5%)	0	(.0%)	5	(12.5%)
NR	21	(61.8%)	2	(5.9%)	7	(20.6%)	0	(.0%)	4	(11.8%)
C	1,358	(60.7%)	188	(8.4%)	301	(13.5%)	68	(3.0%)	322	(14.4%)

3. If current trends continue, would you be more or less satisfied with the quality of life in Iron County 20 years from now?

	More Satisfied		No Change		Less Satisfied	
T	6	(8.2%)	26	(35.6%)	41	(56.2%)
R	5	(13.2%)	14	(36.8%)	19	(50.0%)
NR	1	(3.0%)	11	(33.3%)	21	(63.6%)
C	280	(12.8%)	830	(38.0%)	1,073	(49.2%)

		Agree		Disagree		Don't Know	
4. I feel that I have a voice in shaping the future of my local community.	T	28	(36.8%)	27	(35.5%)	21	(27.6%)
	R	15	(38.5%)	16	(41.0%)	8	(20.5%)
	NR	12	(34.3%)	11	(31.4%)	12	(34.3%)
	C	859	(38.3%)	810	(36.1%)	575	(25.6%)
5. I feel that I have a voice in shaping the future of Iron County.	T	27	(35.5%)	26	(34.2%)	23	(30.3%)
	R	15	(38.5%)	15	(38.5%)	9	(23.1%)
	NR	11	(31.4%)	11	(31.4%)	13	(37.1%)
	C	725	(32.4%)	890	(39.7%)	626	(27.9%)

II. Land Use and Community Character

		Agree		Disagree		Don't Know	
6. Long range planning is needed to manage growth and preserve the quality of life in Iron County.	T	66	(86.8%)	4	(5.3%)	6	(7.9%)
	R	36	(90.0%)	2	(5.0%)	2	(5.0%)
	NR	28	(82.4%)	2	(5.9%)	4	(11.8%)
	C	1,997	(88.4%)	145	(6.4%)	117	(5.2%)
7. The small town feeling of my community is worth preserving.	T	66	(85.7%)	4	(5.2%)	7	(9.1%)
	R	32	(80.0%)	3	(7.5%)	5	(12.5%)
	NR	32	(91.4%)	1	(2.9%)	2	(5.7%)
	C	1,987	(87.9%)	160	(7.1%)	113	(5.0%)

		Agree		Disagree		Don't Know	
8. The design and appearance of new buildings in my community are important.	T	62	(80.5%)	11	(14.3%)	4	(5.2%)
	R	33	(82.5%)	6	(15.0%)	1	(2.5%)
	NR	27	(77.1%)	5	(14.3%)	3	(8.6%)
	C	1,813	(80.0%)	284	(12.5%)	168	(7.4%)
9. The design and appearance of new commercial or advertising signs in my community are important.	T	60	(80.0%)	9	(12.0%)	6	(8.0%)
	R	32	(84.2%)	3	(7.9%)	3	(7.9%)
	NR	27	(77.1%)	5	(14.3%)	3	(8.6%)
	C	1,740	(78.0%)	344	(15.4%)	146	(6.5%)
10. The rural character of Iron County should be protected by having industrial growth directed into and around existing developed areas.	T	64	(85.3%)	8	(10.7%)	3	(4.0%)
	R	29	(76.3%)	6	(15.8%)	3	(7.9%)
	NR	33	(94.3%)	2	(5.7%)	0	(.0%)
	C	1,774	(79.9%)	312	(14.1%)	134	(6.0%)

11. Minimum lot sizes for new homes located in rural areas, not located on a lake or river shoreline should be:

	At least 1 acre in size	At least 3 acres in size	At least 5 acres in size	At least 10 acres in size	At least 40 acres in size	Any size that the owner chooses
T	26 (36.1%)	12 (16.7%)	13 (18.1%)	10 (13.9%)	4 (5.6%)	7 (9.7%)
R	11 (29.7%)	8 (21.6%)	10 (27.0%)	4 (10.8%)	1 (2.7%)	3 (8.1%)
NR	14 (41.2%)	4 (11.8%)	3 (8.8%)	6 (17.6%)	3 (8.8%)	4 (11.8%)
C	768 (35.4%)	409 (18.8%)	380 (17.5%)	159 (7.3%)	121 (5.6%)	333 (15.3%)

12. Minimum lot widths (frontages) for new homes located on lake or river shorelines should be:

	At least 100 feet	At least 200 feet	At least 300 feet	Any size the owner chooses
T	24 (33.8%)	25 (35.2%)	12 (16.9%)	10 (14.1%)
R	12 (33.3%)	12 (33.3%)	6 (16.7%)	6 (16.7%)
NR	12 (35.3%)	12 (35.3%)	6 (17.6%)	4 (11.8%)
C	675 (31.0%)	825 (37.9%)	411 (18.9%)	263 (12.1%)

13. Do you think that the location and operation of the following uses should be regulated?

		Yes		No		Don't Know	
Adult Entertainment	T	55	(74.3%)	14	(18.9%)	5	(6.8%)
	R	30	(78.9%)	5	(13.2%)	3	(7.9%)
	NR	24	(70.6%)	8	(23.5%)	2	(5.9%)
	C	1,821	(81.9%)	317	(14.3%)	85	(3.8%)
Sand and Gravel Pits	T	52	(71.2%)	17	(23.3%)	4	(5.5%)
	R	30	(78.9%)	7	(18.4%)	1	(2.6%)
	NR	22	(64.7%)	9	(26.5%)	3	(8.8%)
	C	1,689	(76.5%)	396	(17.9%)	124	(5.6%)
Telecommunication Towers	T	57	(78.1%)	10	(13.7%)	6	(8.2%)
	R	31	(81.6%)	4	(10.5%)	3	(7.9%)
	NR	25	(73.5%)	6	(17.6%)	3	(8.8%)
	C	1,754	(79.3%)	343	(15.5%)	116	(5.2%)
Heavy Industry	T	64	(88.9%)	6	(8.3%)	2	(2.8%)
	R	33	(89.2%)	3	(8.1%)	1	(2.7%)
	NR	30	(88.2%)	3	(8.8%)	1	(2.9%)
	C	1,891	(86.1%)	218	(9.9%)	88	(4.0%)

14. My preference for development in Iron County in the year 2025 is:

	Town	Resident	Non-Resident	County
Preservation of the existing rural character with little new development.	15 (20.0%)	6 (15.8%)	9 (25.7%)	354 (16.1%)
Preservation of the existing rural character with moderate amounts of new development in and around existing developed areas.	52 (69.3%)	27 (71.1%)	23 (65.7%)	1,594 (72.5%)
Unrestricted development throughout the county.	8 (10.7%)	5 (13.2%)	3 (8.6%)	252 (11.5%)

III. Agricultural, Natural, and Cultural Resources

15. Is agriculture an important component of your community's rural character?

	Yes	No	Don't Know
T	27 (36.5%)	35 (47.3%)	12 (16.2%)
R	13 (35.1%)	19 (51.4%)	5 (13.5%)
NR	13 (37.1%)	15 (42.9%)	7 (20.0%)
C	839 (38.2%)	1,044 (47.5%)	316 (14.4%)

16. I believe that it is important to better manage and preserve the following natural resources in Iron County.

	Town	Resident	Non Resident	County
Woodlands and Forests	58 (75.3%)	28 (49.1%)	29 (50.9%)	1,818 (79.8%)
Wetlands and Floodplains	48 (62.3%)	19 (40.4%)	28 (59.6%)	1,515 (66.5%)
Lakes, Rivers, Flowages	64 (83.1%)	34 (54.0%)	29 (46.0%)	1,887 (82.8%)
Lake Superior	54 (70.1%)	28 (52.8%)	25 (47.2%)	1,606 (70.5%)
Groundwater Resources	58 (75.3%)	28 (49.1%)	29 (50.9%)	1,685 (74.0%)
Wildlife Habitat	56 (72.7%)	25 (45.5%)	30 (54.5%)	1,669 (73.3%)
Park and Recreation Areas	47 (61.0%)	22 (47.8%)	24 (52.2%)	1,613 (70.8%)

17. Should the following cultural resources be preserved and enhanced and how would you support their preservation?

		Yes, support with local tax dollars	Yes, support with private dollars	Combined public and private dollars	No, not important to me
Historic and cultural buildings and sites	T	6 (8.1%)	29 (39.2%)	39 (52.7%)	0 (0%)
	R	3 (7.9%)	16 (42.1%)	19 (50.0%)	0 (0%)
	NR	3 (8.6%)	13 (37.1%)	19 (54.3%)	0 (0%)
	C	118 (5.4%)	587 (26.7%)	1,215 (55.2%)	281 (12.8%)
Farmers Markets	T	4 (5.4%)	35 (47.3%)	20 (27.0%)	15 (20.3%)
	R	1 (2.6%)	16 (42.1%)	13 (34.2%)	8 (21.1%)
	NR	3 (8.6%)	18 (51.4%)	7 (20.0%)	7 (20.0%)
	C	91 (4.1%)	915 (41.5%)	730 (33.1%)	467 (21.2%)
Community events and festivals	T	3 (4.1%)	27 (37.0%)	37 (50.7%)	6 (8.2%)
	R	1 (2.7%)	14 (37.8%)	19 (51.4%)	3 (8.1%)
	NR	2 (5.7%)	13 (37.1%)	17 (48.6%)	3 (8.6%)
	C	150 (6.8%)	625 (28.5%)	1,193 (54.4%)	227 (10.3%)
Iron County Fair	T	8 (11.0%)	14 (19.2%)	42 (57.5%)	9 (12.3%)
	R	3 (8.1%)	7 (18.9%)	22 (59.5%)	5 (13.5%)
	NR	5 (14.3%)	7 (20.0%)	19 (54.3%)	4 (11.4%)
	C	286 (13.2%)	328 (15.1%)	1,135 (52.2%)	425 (19.5%)

18. Which of the following public resources do you believe need to have more public access?

		Needs more public access		Adequate	
Lakes and Streams	T	11	(15.9%)	58	(84.1%)
	R	5	(14.3%)	30	(85.7%)
	NR	6	(18.8%)	26	(81.3%)
	C	448	(21.5%)	1,637	(78.5%)
Public Woodlands and Forests	T	10	(14.5%)	59	(85.5%)
	R	5	(14.3%)	30	(85.7%)
	NR	5	(15.6%)	27	(84.4%)
	C	371	(18.2%)	1,673	(81.8%)
Public Trails	T	12	(17.4%)	57	(82.6%)
	R	4	(11.8%)	30	(88.2%)
	NR	8	(24.2%)	25	(75.8%)
	C	503	(24.5%)	1,552	(75.5%)
Public Waterfalls	T	10	(14.5%)	59	(85.5%)
	R	3	(8.8%)	31	(91.2%)
	NR	7	(21.2%)	26	(78.8%)
	C	451	(21.9%)	1,609	(78.1%)

19. Which of the following public resources do you believe needs to have the condition of public access improved?

		Needs more public access		Adequate	
Lakes and Streams	T	15	(22.7%)	51	(77.3%)
	R	7	(20.6%)	27	(79.4%)
	NR	8	(26.7%)	22	(73.3%)
	C	591	(28.8%)	1,463	(71.2%)
Public Woodlands and Forests	T	10	(15.4%)	55	(84.6%)
	R	3	(9.1%)	30	(90.9%)
	NR	7	(23.3%)	23	(76.7%)
	C	346	(17.3%)	1,650	(82.7%)
Public Trails	T	13	(19.1%)	55	(80.9%)
	R	4	(11.4%)	31	(88.6%)
	NR	9	(29.0%)	22	(71.0%)
	C	523	(26.0%)	1,492	(74.0%)
Public Waterfalls	T	13	(20.0%)	52	(80.0%)
	R	6	(18.8%)	26	(81.3%)
	NR	7	(22.6%)	24	(77.4%)
	C	500	(24.9%)	1,506	(75.1%)

20. Development within the shoreline zone of lakes and rivers should be limited to single-family residential homes.

	Agree		Disagree		Don't Know	
T	45	(61.6%)	16	(21.9%)	12	(16.4%)
R	21	(56.8%)	11	(29.7%)	5	(13.5%)
NR	24	(70.6%)	4	(11.8%)	6	(17.6%)
C	1,500	(67.1%)	482	(21.5%)	255	(11.4%)

21. Would you support an ordinance to prohibit keyholing on shoreline properties?

	Yes		No		Don't Know	
T	32	(43.8%)	19	(26.0%)	22	(30.1%)
R	16	(43.2%)	11	(29.7%)	10	(27.0%)
NR	16	(47.1%)	7	(20.6%)	11	(32.4%)
C	1,152	(51.5%)	523	(23.4%)	560	(25.1%)

22. In general, how would you rate the water quality of Iron County's lakes?

	Excellent	Good	Fair	Poor	Don't Know
T	8 (10.8%)	49 (66.2%)	11 (14.9%)	2 (2.7%)	4 (5.4%)
R	3 (7.7%)	24 (61.5%)	8 (20.5%)	2 (5.1%)	2 (5.1%)
NR	5 (15.2%)	24 (72.7%)	2 (6.1%)	0 (.0%)	2 (6.1%)
C	301 (13.4%)	1,357 (60.5%)	408 (18.2%)	60 (2.7%)	116 (5.2%)

23. Are more restrictive development standards (such as lot sizes, setbacks, buffer strips) needed to preserve shorelands and protect the water quality of Iron County's lakes and rivers?

	Yes	No	Don't Know
T	31 (43.7%)	23 (32.4%)	17 (23.9%)
R	16 (42.1%)	12 (31.6%)	10 (26.3%)
NR	14 (43.8%)	11 (34.4%)	7 (21.9%)
C	1,134 (50.6%)	633 (28.2%)	475 (21.2%)

24. Does enforcement of Iron County's zoning regulations need to be improved to protect water quality in Iron County?

	Yes	No	Don't Know/No Opinion
T	22 (29.7%)	21 (28.4%)	31 (41.9%)
R	13 (33.3%)	14 (35.9%)	12 (30.8%)
NR	9 (26.5%)	7 (20.6%)	18 (52.9%)
C	842 (37.7%)	586 (26.2%)	806 (36.1%)

25. Which of the following sensitive environmental areas do you support being protected by additional regulations that would limit development occurring within them?

		Additional protection needed	No additional protection needed	Don't know/No opinion
Critical wildlife habitats (deer yards, nesting areas, travel corridors)	T	30 (41.1%)	35 (47.9%)	8 (11.0%)
	R	17 (43.6%)	18 (46.2%)	4 (10.3%)
	NR	12 (36.4%)	17 (51.5%)	4 (12.1%)
	C	785 (35.8%)	941 (42.9%)	466 (21.3%)
Wetlands	T	25 (35.2%)	34 (47.9%)	12 (16.9%)
	R	14 (37.8%)	20 (54.1%)	3 (8.1%)
	NR	10 (30.3%)	14 (42.4%)	9 (27.3%)
	C	770 (35.2%)	945 (43.2%)	474 (21.7%)
Inland lakeshores	T	31 (43.1%)	32 (44.4%)	9 (12.5%)
	R	18 (27.4%)	18 (47.4%)	2 (5.3%)
	NR	12 (36.4%)	14 (42.4%)	7 (21.2%)
	C	935 (43.0%)	825 (38.0%)	413 (19.0%)
River shorelines	T	30 (42.9%)	30 (42.9%)	10 (14.3%)
	R	18 (48.6%)	16 (43.2%)	3 (8.1%)
	NR	11 (34.4%)	14 (43.8%)	7 (21.9%)
	C	886 (40.6%)	806 (37.0%)	488 (22.4%)
Lake Superior coastal areas	T	28 (38.9%)	29 (40.3%)	15 (20.8%)
	R	20 (52.6%)	15 (39.5%)	3 (7.9%)
	NR	7 (21.2%)	14 (42.4%)	12 (36.4%)
	C	834 (38.0%)	683 (31.1%)	676 (30.8%)

IV. Transportation

26. I would support my local community developing a long-range plan to improve roads.

	Agree		Disagree		Don't Know	
T	54	(73.0%)	11	(14.9%)	9	(12.2%)
R	33	(84.6%)	2	(5.1%)	4	(10.3%)
NR	21	(61.8%)	8	(23.5%)	5	(14.7%)
C	1,685	(76.0%)	314	(14.2%)	219	(9.9%)

27. I would support the following regional highway improvements.

	Town		Resident		Non Resident		County	
Four Lane Highway on Hwy 51	23	(29.9%)	14	(63.6%)	8	(36.4%)	815	(35.8%)
Passing Lanes on Highway 51	38	(49.4%)	21	(56.8%)	16	(43.2%)	1,232	(54.1%)
Four Lane Highway on US-2	20	(26.0%)	14	(73.7%)	5	(26.3%)	623	(27.3%)
More Passing Lanes on US-2	34	(44.2%)	21	(63.6%)	12	(36.4%)	887	(38.9%)

28. I would support the development of more of the following on public land.

	Town		Resident		Non Resident		County	
Bike Routes and Trails	23	(29.9%)	14	(60.9%)	9	(39.1%)	1,088	(47.8%)
Walking and Hiking Trails	33	(42.9%)	20	(60.6%)	13	(39.4%)	1,358	(59.6%)
Cross Country Ski Trails	21	(27.3%)	14	(66.7%)	7	(33.3%)	989	(43.4%)
ATV Trails	20	(26.0%)	8	(42.1%)	11	(57.9%)	733	(32.2%)
Snowmobile Trails	20	(26.0%)	7	(35.0%)	13	(65.0%)	704	(30.9%)
Motorized Trails Designed for Family Use	7	(9.1%)	4	(57.1%)	3	(42.9%)	393	(17.3%)
Motorized Trails Located Away from Public Roads	11	(14.3%)	4	(36.4%)	7	(63.6%)	398	(17.5%)
Horseback Riding Trails	12	(15.6%)	9	(75.0%)	3	(25.0%)	519	(22.8%)
None of the above	20	(26.0%)	7	(35.0%)	13	(65.0%)	448	(19.7%)

29. How would you rate the following transportation services for Iron County residents?

		Excellent		Good		Average		Poor		Haven't Used	
Road Maintenance	T	5	(7.0%)	27	(38.0%)	28	(39.4%)	11	(15.5%)	0	(.0%)
	R	3	(7.9%)	11	(28.9%)	17	(44.7%)	7	(18.4%)	0	(.0%)
	NR	1	(3.2%)	16	(51.6%)	10	(32.3%)	4	(12.9%)	0	(.0%)
	C	194	(8.8%)	967	(44.1%)	728	(33.2%)	259	(11.8%)	45	(2.1%)
Snow Plowing	T	16	(22.2%)	32	(44.4%)	16	(22.2%)	5	(6.9%)	3	(4.2%)
	R	12	(30.8%)	18	(46.2%)	5	(12.8%)	3	(7.7%)	1	(2.6%)
	NR	3	(9.7%)	14	(45.2%)	10	(32.3%)	2	(6.5%)	2	(6.5%)
	C	516	(23.4%)	1,036	(47.0%)	401	(18.2%)	105	(4.8%)	147	(6.7%)
Condition of Local Roads	T	3	(4.3%)	20	(29.0%)	24	(34.8%)	22	(31.9%)	0	(.0%)
	R	2	(5.4%)	8	(21.6%)	13	(35.1%)	14	(37.8%)	0	(.0%)
	NR	1	(3.2%)	11	(35.5%)	11	(35.5%)	8	(25.8%)	0	(.0%)
	C	108	(4.9%)	727	(33.1%)	913	(41.6%)	417	(19.0%)	32	(1.5%)
Condition of County Roads	T	2	(2.8%)	26	(36.1%)	29	(40.3%)	14	(19.4%)	1	(1.4%)
	R	1	(2.6%)	12	(30.8%)	16	(41.0%)	10	(25.6%)	0	(.0%)
	NR	1	(3.1%)	13	(40.6%)	13	(40.6%)	4	(12.5%)	1	(3.1%)
	C	97	(4.5%)	749	(34.5%)	915	(42.1%)	357	(16.4%)	53	(2.4%)

		Excellent	Good	Average	Poor	Haven't Used
Bicycle/Pedestrian Trails	T	3 (4.5%)	9 (13.6%)	11 (16.7%)	7 (10.6%)	36 (54.5%)
	R	0 (.0%)	5 (14.3%)	5 (14.3%)	7 (20.0%)	18 (51.4%)
	NR	2 (6.7%)	4 (13.3%)	6 (20.0%)	0 (.0%)	18 (60.0%)
	C	55 (2.6%)	279 (13.4%)	334 (16.0%)	314 (15.0%)	1,106 (53.0%)
ATV Trails	T	7 (10.6%)	23 (34.8%)	10 (15.2%)	1 (1.5%)	25 (37.9%)
	R	2 (5.7%)	14 (40.0%)	4 (11.4%)	1 (2.9%)	14 (40.0%)
	NR	4 (13.3%)	9 (30.0%)	6 (20.0%)	0 (.0%)	11 (36.7%)
	C	133 (6.3%)	526 (24.9%)	321 (15.2%)	117 (5.5%)	1,016 (48.1%)
Snowmobile Trails	T	12 (17.4%)	24 (34.8%)	7 (10.1%)	0 (.0%)	26 (37.7%)
	R	5 (13.5%)	16 (43.2%)	2 (5.4%)	0 (.0%)	14 (37.8%)
	NR	6 (19.4%)	8 (25.8%)	5 (16.1%)	0 (.0%)	12 (38.7%)
	C	251 (11.8%)	699 (32.8%)	251 (11.8%)	53 (2.5%)	876 (41.1%)
Cross Country Ski Trails	T	6 (9.2%)	18 (27.7%)	9 (13.8%)	0 (.0%)	32 (49.2%)
	R	3 (8.8%)	11 (32.4%)	5 (14.7%)	0 (.0%)	15 (44.1%)
	NR	3 (10.0%)	6 (20.0%)	4 (13.3%)	0 (.0%)	17 (56.7%)
	C	116 (5.5%)	467 (22.2%)	292 (13.9%)	77 (3.7%)	1,156 (54.8%)
Transportation for Seniors	T	4 (5.8%)	11 (15.9%)	9 (13.0%)	4 (5.8%)	41 (59.4%)
	R	3 (8.1%)	9 (24.3%)	8 (21.6%)	3 (8.1%)	14 (37.8%)
	NR	1 (3.2%)	2 (6.5%)	0 (.0%)	1 (3.2%)	27 (87.1%)
	C	87 (4.1%)	253 (11.8%)	233 (10.9%)	160 (7.5%)	1,412 (65.8%)
Transportation for Disabled	T	3 (4.5%)	8 (12.1%)	7 (10.6%)	4 (6.1%)	44 (66.7%)
	R	3 (8.8%)	7 (20.6%)	6 (17.6%)	4 (11.8%)	14 (41.2%)
	NR	0 (.0%)	1 (3.2%)	0 (.0%)	0 (.0%)	30 (96.8%)
	C	73 (3.4%)	209 (9.8%)	203 (9.5%)	167 (7.8%)	1,485 (69.5%)
Airport Facilities	T	3 (4.4%)	7 (10.3%)	13 (19.1%)	10 (14.7%)	35 (51.5%)
	R	2 (5.6%)	4 (11.1%)	11 (30.6%)	9 (25.0%)	10 (27.8%)
	NR	0 (.0%)	3 (9.7%)	2 (6.5%)	1 (3.2%)	25 (80.6%)
	C	51 (2.4%)	198 (9.4%)	306 (14.5%)	308 (14.6%)	1,248 (59.1%)

V. Housing

30. How would you rate the overall quality of housing in your local community?

	Excellent	Good	Fair	Poor
T	2 (2.9%)	34 (49.3%)	29 (42.0%)	4 (5.8%)
R	1 (2.9%)	16 (45.7%)	16 (45.7%)	2 (5.7%)
NR	1 (3.1%)	17 (53.1%)	12 (37.5%)	2 (6.3%)
C	65 (3.1%)	1,094 (51.9%)	825 (39.1%)	124 (5.9%)

31. My community has a need for more:

	Town	Resident	Non-Resident	County
Single-Family Homes	15 (19.5%)	9 (60.0%)	6 (40.0%)	553 (24.3%)
Moderately Priced Homes	21 (27.3%)	15 (71.4%)	6 (28.6%)	761 (33.4%)
Higher Priced Homes	2 (2.6%)	2 (100%)	0 (.0%)	158 (6.9%)
Duplexes	1 (1.3%)	1 (100%)	0 (.0%)	141 (6.2%)
Apartments	9 (11.7%)	7 (77.8%)	2 (22.2%)	254 (11.2%)
Manufactured (Mobile) Homes	1 (1.3%)	1 (100%)	0 (.0%)	44 (1.9%)
Mobile Home Parks	1 (1.3%)	1 (100%)	0 (.0%)	43 (1.9%)
Housing for Seniors	14 (18.2%)	11 (78.6%)	3 (21.4%)	439 (19.3%)
Public/subsidized Housing	12 (15.6%)	9 (75.0%)	3 (25.0%)	178 (7.8%)
Rehabilitation of Existing Homes (weatherization, etc.)	30 (39.0%)	16 (55.2%)	13 (44.8%)	945 (41.5%)

		Agree	Disagree	Don't Know
32. Dilapidated/Abandoned buildings and houses are a problem in my local community.	T	23 (32.4%)	28 (39.4%)	20 (28.2%)
	R	15 (40.5%)	16 (43.2%)	6 (16.2%)
	NR	7 (21.2%)	12 (36.4%)	14 (42.4%)
	C	815 (37.1%)	771 (35.1%)	613 (27.9%)
33. Efforts should be made to find funding to restore or demolish old, dilapidated public buildings.	T	40 (54.8%)	20 (27.4%)	13 (17.8%)
	R	21 (55.3%)	12 (31.6%)	5 (13.2%)
	NR	18 (52.9%)	8 (23.5%)	8 (23.5%)
	C	1,245 (57.1%)	483 (22.2%)	452 (20.7%)

VI. Utilities and Community Facilities

34. New high-density development (subdivisions, commercial, and industrial uses) should be located:

	In communities where public services (sewer, water, electrical, roads) are already available.	Next to communities where public services could be extended relatively cheaply.	Anywhere in the County, with or without existing public services.
T	43 (65.2%)	18 (27.3%)	5 (7.6%)
R	23 (62.2%)	10 (27.0%)	4 (10.8%)
NR	19 (67.9%)	8 (28.6%)	1 (3.6%)
C	1,083 (54.1%)	690 (34.5%)	229 (11.4%)

35. How would you rate each of the following local services in your community?

		Excellent	Good	Average	Poor	No Opinion
Town/City Hall	T	3 (4.1%)	25 (33.8%)	15 (20.3%)	19 (25.7%)	12 (16.2%)
	R	0 (.0%)	15 (38.5%)	6 (15.4%)	16 (41.0%)	2 (5.1%)
	NR	2 (6.1%)	10 (30.3%)	9 (27.3%)	2 (6.1%)	10 (30.3%)
	C	283 (13.2%)	876 (40.9%)	517 (24.1%)	104 (4.9%)	364 (17.0%)
Town/City Garage	T	3 (4.1%)	18 (24.7%)	22 (30.1%)	8 (11.0%)	22 (30.1%)
	R	0 (.0%)	14 (37.8%)	13 (35.1%)	7 (18.9%)	3 (8.1%)
	NR	2 (5.9%)	4 (11.8%)	8 (23.5%)	1 (2.9%)	19 (55.9%)
	C	267 (12.5%)	832 (39.0%)	489 (22.9%)	88 (4.1%)	458 (21.5%)
Sanitary Sewer	T	1 (1.7%)	9 (15.5%)	5 (8.6%)	4 (6.9%)	39 (67.2%)
	R	0 (.0%)	6 (25.0%)	4 (16.7%)	3 (12.5%)	11 (45.8%)
	NR	0 (.0%)	3 (9.1%)	1 (3.0%)	1 (3.0%)	28 (84.8%)
	C	134 (6.8%)	437 (22.0%)	301 (15.2%)	102 (5.1%)	1,008 (50.9%)
Municipal Water	T	1 (1.7%)	12 (20.3%)	7 (11.9%)	4 (6.8%)	35 (59.3%)
	R	0 (.0%)	8 (32.0%)	6 (24.0%)	2 (8.0%)	9 (36.0%)
	NR	0 (.0%)	4 (12.1%)	1 (3.0%)	2 (6.1%)	26 (78.8%)
	C	132 (6.7%)	419 (21.3%)	294 (14.9%)	137 (7.0%)	988 (50.2%)
Police Protection	T	8 (11.0%)	22 (30.1%)	21 (28.8%)	10 (13.7%)	12 (16.4%)
	R	5 (13.5%)	16 (43.2%)	13 (35.1%)	3 (8.1%)	0 (.0%)
	NR	2 (5.9%)	6 (17.6%)	7 (20.6%)	7 (20.6%)	12 (35.3%)
	C	168 (8.0%)	637 (30.3%)	587 (27.9%)	294 (14.0%)	419 (19.9%)
Fire Protection	T	6 (8.3%)	15 (20.8%)	23 (31.9%)	10 (13.9%)	18 (25.0%)
	R	4 (10.8%)	9 (24.3%)	19 (51.4%)	4 (10.8%)	1 (2.7%)
	NR	1 (3.0%)	6 (18.2%)	3 (9.1%)	6 (18.2%)	17 (51.5%)
	C	245 (11.5%)	765 (36.0%)	557 (26.2%)	163 (7.7%)	394 (18.5%)
Ambulance Service	T	6 (8.2%)	20 (27.4%)	20 (27.4%)	9 (12.3%)	18 (24.7%)
	R	4 (10.5%)	15 (39.5%)	16 (42.1%)	3 (7.9%)	0 (.0%)
	NR	1 (3.0%)	5 (15.2%)	3 (9.1%)	6 (18.2%)	18 (54.5%)
	C	187 (8.8%)	666 (31.5%)	528 (25.0%)	199 (9.4%)	534 (25.3%)

		Excellent	Good	Average	Poor	No Opinion
Health Care Facilities	T	3 (4.3%)	19 (27.1%)	21 (30.0%)	10 (14.3%)	17 (24.3%)
	R	1 (2.8%)	13 (36.1%)	15 (41.7%)	5 (13.9%)	2 (5.6%)
	NR	1 (3.0%)	6 (18.2%)	6 (18.2%)	5 (15.2%)	15 (45.5%)
	C	120 (5.8%)	536 (26.0%)	562 (27.3%)	263 (12.8%)	579 (28.1%)
Child Care Facilities	T	2 (3.2%)	8 (12.7%)	8 (12.7%)	8 (12.7%)	37 (58.7%)
	R	1 (3.4%)	6 (20.7%)	5 (17.2%)	6 (20.7%)	11 (37.9%)
	NR	1 (3.0%)	2 (6.1%)	3 (9.1%)	2 (6.1%)	25 (75.8%)
	C	47 (2.4%)	204 (10.2%)	300 (15.0%)	223 (11.2%)	1,224 (61.3%)
Garbage Collection	T	4 (6.3%)	8 (12.7%)	6 (9.5%)	20 (31.7%)	25 (39.7%)
	R	3 (10.3%)	6 (20.7%)	4 (13.8%)	11 (37.9%)	5 (17.2%)
	NR	1 (3.0%)	1 (3.0%)	2 (6.1%)	9 (27.3%)	20 (60.6%)
	C	167 (8.2%)	470 (23.0%)	356 (17.4%)	335 (16.4%)	715 (35.0%)
Recycling Program	T	4 (5.6%)	20 (28.2%)	13 (18.3%)	11 (15.5%)	23 (32.4%)
	R	3 (8.3%)	16 (44.4%)	8 (22.2%)	6 (16.7%)	3 (8.3%)
	NR	1 (3.0%)	3 (9.1%)	4 (12.1%)	5 (15.2%)	20 (60.6%)
	C	207 (9.8%)	620 (29.5%)	482 (22.9%)	253 (12.0%)	543 (25.8%)
Library	T	4 (5.8%)	16 (23.2%)	15 (21.7%)	6 (8.7%)	28 (40.6%)
	R	3 (8.8%)	12 (35.3%)	10 (29.4%)	4 (11.8%)	5 (14.7%)
	NR	1 (3.0%)	4 (12.1%)	4 (12.1%)	2 (6.1%)	22 (66.7%)
	C	329 (16.0%)	575 (28.0%)	343 (16.7%)	131 (6.4%)	679 (33.0%)
Education (Public K-12 Schools)	T	4 (5.6%)	29 (40.8%)	11 (15.5%)	5 (7.0%)	22 (31.0%)
	R	3 (8.1%)	21 (56.8%)	9 (24.3%)	3 (8.1%)	1 (2.7%)
	NR	1 (3.0%)	8 (24.2%)	2 (6.1%)	2 (6.1%)	20 (60.6%)
	C	249 (11.9%)	626 (30.0%)	393 (18.8%)	118 (5.7%)	700 (33.6%)
Parks	T	5 (7.4%)	23 (33.8%)	19 (27.9%)	7 (10.3%)	14 (20.6%)
	R	2 (5.9%)	13 (38.2%)	12 (35.3%)	6 (17.6%)	1 (2.9%)
	NR	2 (6.1%)	10 (30.3%)	7 (21.2%)	1 (3.0%)	13 (39.4%)
	C	185 (8.9%)	854 (41.1%)	588 (28.3%)	88 (4.2%)	363 (17.5%)
Recreation Programs	T	6 (9.0%)	14 (20.9%)	13 (19.4%)	11 (16.4%)	23 (34.3%)
	R	3 (9.1%)	9 (27.3%)	8 (24.2%)	10 (30.3%)	3 (9.1%)
	NR	3 (9.1%)	5 (15.2%)	5 (15.2%)	1 (3.0%)	19 (57.6%)
	C	93 (4.6%)	398 (19.5%)	484 (23.7%)	232 (11.4%)	833 (40.8%)
Telecommunication Services	T	4 (5.8%)	10 (14.5%)	17 (24.6%)	12 (17.4%)	26 (37.7%)
	R	3 (8.6%)	7 (20.0%)	10 (28.6%)	9 (25.7%)	6 (17.1%)
	NR	1 (3.0%)	2 (6.1%)	7 (21.2%)	3 (9.1%)	20 (60.6%)
	C	74 (3.6%)	420 (20.4%)	561 (27.2%)	359 (17.4%)	646 (31.3%)
Zoning Enforcement	T	2 (2.8%)	15 (21.1%)	24 (33.8%)	7 (9.9%)	23 (32.4%)
	R	0 (.0%)	11 (30.6%)	12 (33.3%)	6 (16.7%)	7 (19.4%)
	NR	2 (5.9%)	3 (8.8%)	12 (35.3%)	1 (2.9%)	16 (47.1%)
	C	79 (3.8%)	424 (20.4%)	561 (27.0%)	324 (15.6%)	692 (33.3%)

36. My property taxes are reasonable considering the county and local public services and facilities that are available.

	Agree	Disagree	Don't Know
T	16 (21.9%)	55 (75.3%)	2 (2.7%)
R	11 (28.9%)	26 (68.4%)	1 (2.6%)
NR	4 (12.1%)	28 (84.8%)	1 (3.0%)
C	725 (32.9%)	1,339 (60.7%)	141 (6.4%)

VII. Economic Development

		Agree		Disagree		Don't Know	
37. There are enough job opportunities that pay a sufficient wage to make a decent living in Iron County.	T	6	(8.0%)	55	(73.3%)	14	(18.7%)
	R	3	(7.9%)	32	(84.2%)	3	(7.9%)
	NR	3	(8.6%)	21	(60.0%)	11	(31.4%)
	C	130	(5.8%)	1,623	(72.6%)	484	(21.6%)
38. I would support Iron County's efforts to create new jobs in the County.	T	65	(85.5%)	6	(7.9%)	5	(6.6%)
	R	36	(92.3%)	2	(5.1%)	1	(2.6%)
	NR	27	(77.1%)	4	(11.4%)	4	(11.4%)
	C	1,752	(78.3%)	200	(8.9%)	285	(12.7%)
39. I support the use of tax dollars to improve public infrastructure (sewer, roads, water) to help attract new development to Iron County.	T	38	(51.4%)	23	(31.1%)	13	(17.6%)
	R	26	(66.7%)	7	(17.9%)	6	(15.4%)
	NR	12	(35.3%)	15	(44.1%)	7	(20.6%)
	C	1,244	(56.1%)	637	(28.7%)	337	(15.2%)

40. I support efforts to revitalize existing downtown areas in the county if these efforts are:

	Town	Resident	Non-Resident	County
Paid through public tax dollars	2 (2.8%)	1 (2.7%)	1 (2.9%)	68 (3.1%)
Supported by private business dollars and/or non-public contributions	36 (50.0%)	22 (59.5%)	14 (41.2%)	711 (32.7%)
Supported by a combination of public and private dollars	28 (38.9%)	11 (29.7%)	16 (47.1%)	1,171 (53.9%)
I do not support revitalization of downtown areas	6 (8.3%)	3 (8.1%)	3 (8.8%)	224 (10.3%)

41. What types of industries do you believe are the most important for Iron County to attract?

	Town	Resident	Non-Resident	County
Tourism Businesses	55 (71.4%)	26 (48.1%)	28 (51.9%)	1,454 (63.8%)
Service Businesses	29 (37.7%)	12 (41.4%)	17 (58.6%)	910 (39.9%)
Timber Resource Industries	40 (51.9%)	22 (56.4%)	17 (43.6%)	1,081 (47.5%)
Retail Development	30 (39.0%)	16 (57.1%)	12 (42.9%)	878 (38.5%)
Agriculture (dairy, tree, and cranberry farms)	14 (18.2%)	8 (57.1%)	6 (42.9%)	726 (31.9%)
Light Industry/Manufacturing	57 (74.0%)	33 (60.0%)	22 (40.0%)	1,559 (68.4%)
Heavy Industry/Manufacturing	20 (26.0%)	14 (70.0%)	6 (30.0%)	546 (24.0%)
High Tech Industries	26 (33.8%)	18 (69.2%)	8 (30.8%)	951 (41.7%)
Public Sector, Governmental	11 (14.3%)	6 (54.5%)	5 (45.5%)	330 (14.5%)

42. How should possible changes brought on by economic development be balanced to preserve a local community quality of life?

	Town	Resident	Non-Resident	County
Economic development should not be allowed if it would significantly change a community's character or quality of life.	47 (63.5%)	17 (43.6%)	28 (84.8%)	1,349 (63.7%)
Preserving the community's character or quality of life should not be an issue when seeking economic development.	18 (24.3%)	15 (38.5%)	3 (9.1%)	468 (22.1%)
Don't know	9 (12.2%)	7 (17.9%)	2 (6.1%)	301 (14.2%)

VIII. Intergovernmental Cooperation

		Agree	Disagree	Don't Know
43. Neighboring towns, cities, and counties should identify and work together toward shared goals.	T	68 (89.5%)	4 (5.3%)	4 (5.3%)
	R	38 (95.0%)	2 (5.0%)	0 (.0%)
	NR	29 (82.9%)	2 (5.7%)	4 (11.4%)
	C	2,026 (90.4%)	83 (3.7%)	133 (5.9%)
44. Are you satisfied with the level of communication between county government and your community?	T	23 (30.3%)	22 (28.9%)	31 (40.8%)
	R	18 (45.0%)	12 (30.0%)	10 (25.0%)
	NR	5 (14.3%)	10 (28.6%)	20 (57.1%)
	C	461 (20.7%)	686 (30.8%)	1,080 (48.5%)
45. Would you support sharing services with a neighboring community if it afforded a cost savings with no reduction in quality of services?	T	68 (89.5%)	5 (6.6%)	3 (3.9%)
	R	35 (87.5%)	4 (10.0%)	1 (2.5%)
	NR	32 (91.4%)	1 (2.9%)	2 (5.7%)
	C	2,031 (91.2%)	72 (3.2%)	124 (5.6%)

IX. Personal Information

		Town	County
46a. Is your primary residence located in Iron County?	Yes	40 (51.9%)	1,146 (50.3%)
	No	35 (45.5%)	1,091 (47.9%)
	Blank	2 (2.6%)	41 (1.8%)

		Town	Resident	Non-Resident	County
46b. Do you own or rent your Iron County dwelling?	Own	45 (97.8%)	38 (97.4%)	6 (100.0%)	1,306 (98.9%)
	Rent	1 (2.2%)	1 (2.6%)	0 (.0%)	15 (1.1%)

		Town	Resident	Non-Resident	County
47. Do you own property located on a lake or river in Iron County?	Yes	27 (35.5%)	7 (17.5%)	20 (58.8%)	1,206 (53.8%)
	No	49 (64.5%)	33 (82.5%)	14 (41.2%)	1,034 (46.2%)

		Town	Resident	Non-Resident	County
48. How many years have you owned property or lived in Iron County as either a permanent or seasonal resident?	0-5	12 (15.6%)	4 (10.0%)	8 (22.9%)	351 (15.5%)
	6-10	11 (14.3%)	3 (7.5%)	7 (20.0%)	349 (15.4%)
	11-15	8 (10.4%)	4 (10.0%)	4 (11.4%)	261 (11.5%)
	16-20	8 (10.4%)	4 (10.0%)	4 (11.4%)	181 (8.0%)
	Over 20	38 (49.4%)	25 (62.5%)	12 (34.3%)	1,118 (49.5%)

		Town	Resident	Non-Resident	County
49. Is your current place of employment located in Iron County?	Yes	12 (16.4%)	11 (30.6%)	0 (.0%)	408 (18.5%)
	No	32 (43.8%)	7 (19.4%)	25 (71.4%)	1,080 (49.0%)
	Retired	28 (38.4%)	17 (47.2%)	10 (28.6%)	684 (31.0%)
	Unemployed	1 (1.4%)	1 (2.8%)	0 (.0%)	34 (1.5%)

		Town	Resident	Non-Resident	County
50. What is your age?	Under 21	0 (.0%)	0 (.0%)	0 (.0%)	1 (.0%)
	21-30	3 (3.9%)	1 (2.6%)	2 (5.7%)	39 (1.7%)
	31-40	4 (5.3%)	3 (7.7%)	1 (2.9%)	215 (9.6%)
	41-50	19 (25.0%)	9 (23.1%)	10 (28.6%)	512 (22.8%)
	51-60	24 (31.6%)	11 (28.2%)	12 (34.3%)	599 (26.7%)
	Over 60	26 (34.2%)	15 (38.5%)	10 (28.6%)	875 (39.0%)

		Town	Resident	Non-Resident	County
51. Are there children under the age of 19 living in the household?	Yes	20 (27.0%)	11 (28.9%)	9 (26.5%)	504 (22.7%)
	No	54 (73.0%)	27 (71.1%)	25 (73.5%)	1,714 (77.3%)

		Town	Resident	Non-Resident	County
If yes, list the number in each age group.	Under 5	1* (1.3%)	0* (.0%)	1* (100.0%)	119* (5.2%)
	5-10	5* (6.5%)	4* (80.0%)	1* (20.0%)	154* (6.8%)
	11-18	18* (23.4%)	10* (55.6%)	8* (44.4%)	328* (14.4%)

* Figures represent number of households that responded to question, not the total number of children in each age group. Percentages based on 77 responses.

		Town	Resident	Non-Resident	County
52. Do you have access to the internet?	Yes, at home	32 (42.1%)	17 (43.6%)	13 (37.1%)	837 (37.3%)
	Yes, at work	4 (5.3%)	1 (2.6%)	3 (8.6%)	128 (5.7%)
	Yes, at home and work	17 (22.4%)	4 (10.3%)	13 (37.1%)	599 (26.7%)
	No	23 (30.3%)	17 (43.6%)	6 (17.1%)	678 (30.2%)

Note: Minor data inconsistencies in survey results are due to invalid or missing responses. In some cases, these inconsistencies result in a disproportionate number of resident and non-resident responses when compared to total town responses.

ISSUES & OPPORTUNITIES [§ 66.1001 (2)(a), Stats.]

Community Profile

Purpose

The following Community Profile of the Town of Carey consists of background information on the town, including population and demographics; households; age distribution; education levels; income levels; employment characteristics; and appropriate trends, forecasts, and/or projections. It serves as an introduction to the town and a starting point for developing the town's *Comprehensive Plan*. In addition, the Community Profile, along with the plan's other eight elements (which are provided in the next eight sections of the plan), is meant to act as a source of reference information and to be used for deriving many of the key findings and recommendations of the plan. The community profile is written in a manner that facilitates quick and easy reference for use during and after the planning process.

Synopsis

- Population is decreasing. [p. 2 Table 1]
- 19 of 75 households are single person households. [p. 4 Table 3]
- 29 percent of residents had some college education. [p. 6 Figure 5]
- Retail leads employment of residents. [p.7 Figure 6]

Historical Population

The **Town of Carey** experienced a diminished population decline from 1950 to 1990 and then had a slight increase to 2000. In reviewing **Iron County's** population trends in Table 1, the population declined each decade from 1950 to 1970 and has remained relatively constant to the present.

Table 1 Historic Population Trends								
Location	1950	1960	1970	1980	1990	2000	Absolute Change 1950-2000	Percent Change 1950-2000
Town of Carey	273	221	194	179	175	191	-82	-30.0%
Percent of County Population	3.1%	2.8%	3.0%	2.7%	2.8%	2.8%	---	---
Iron County	8,714	7,830	6,533	6,730	6,153	6,861	-1,853	-21.3%

Source: U.S. Census Bureau (SF 1)

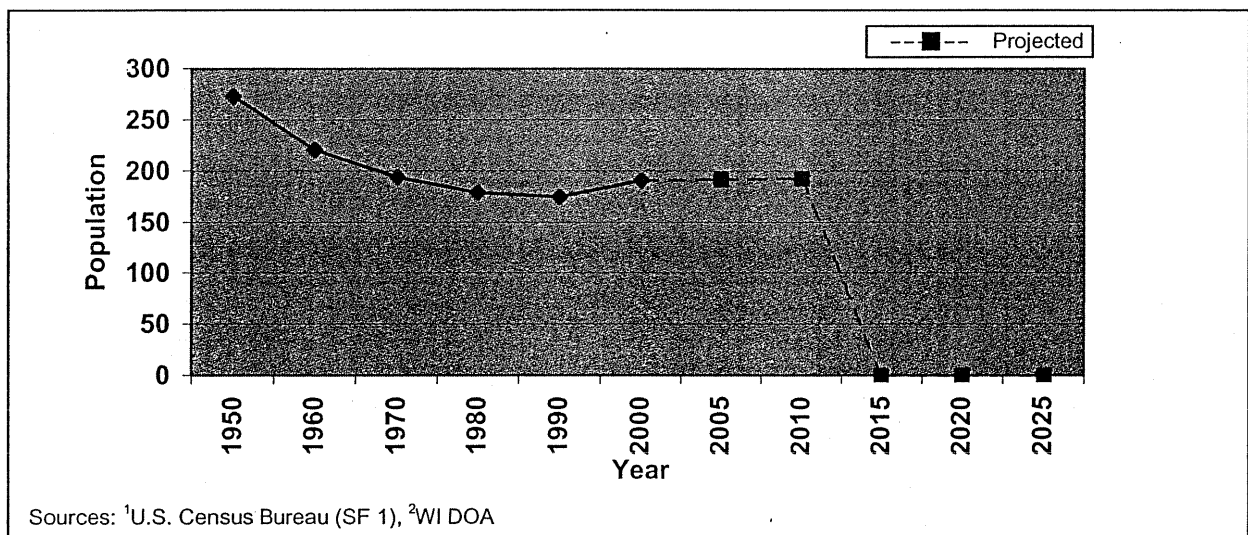
Population Projections

Table 2 depicts population projections for the Town of Carey through 2025 that are developed by the Demographic Services Center in accordance with Wisconsin Statute 16.96. These projections are based on past and current population trends and are intended to be a base-line guide for the users. The table also compares this population change to Iron County for the same period. These projections indicate that the Town of Carey...

Table 2: Population Projections 2005 - 2025		
Year	Town of Carey	Iron County
2005	192	6,841
2010	193	6,830
2015		
2020		
2025		
Absolute Change 2005-2025		

Source: Wisconsin Department of Administration

Figure 1
TOWN OF CAREY
Historic Population¹: 1950-2000
Population Projection²: 2005-2025

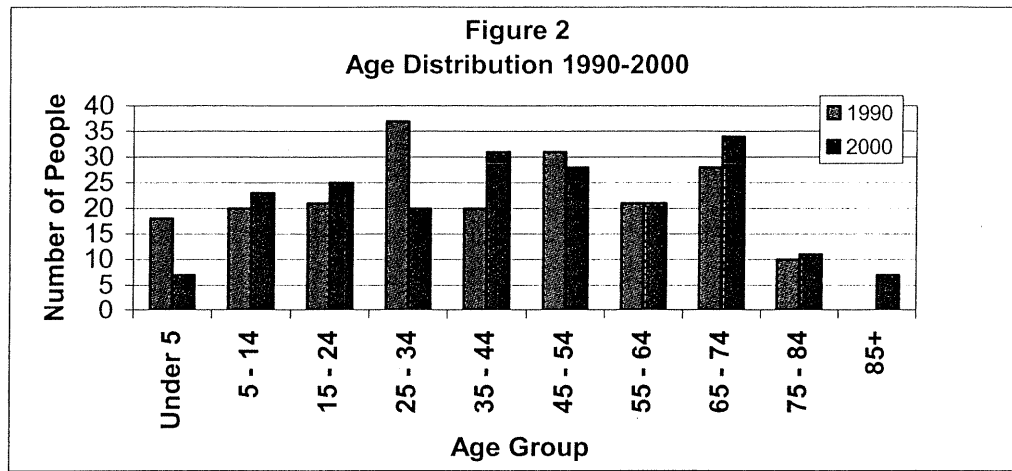


Population Characteristics

In 2000, the Town of Carey had 101 males and 90 females. Most town residents reported their race as White (98.4%) in the 2000 U.S. Census. The median age of town residents is 40.5 years old. In comparison, Iron County's median age is 45, while the State of Wisconsin's median age is 36.

Figure 2 illustrates that a balanced distribution of population exists in each age group. All age groups between 5 and 74 years old have at least 20 people in each group. About 75 percent of

the town population in 2000 was below the retirement age of 65 years. According to Figure 2, the largest age group in 2000 was between 65 to 74 years old.



Source: U.S. Census Bureau (SF 3)

Household Characteristics

A **household** includes all of the people who occupy a housing unit. ^{U.S. Census}

Occupants may consist of a single family; one person living alone; two or more families living together; or any other group of related or unrelated people who share a housing unit. ^{U.S. Census}

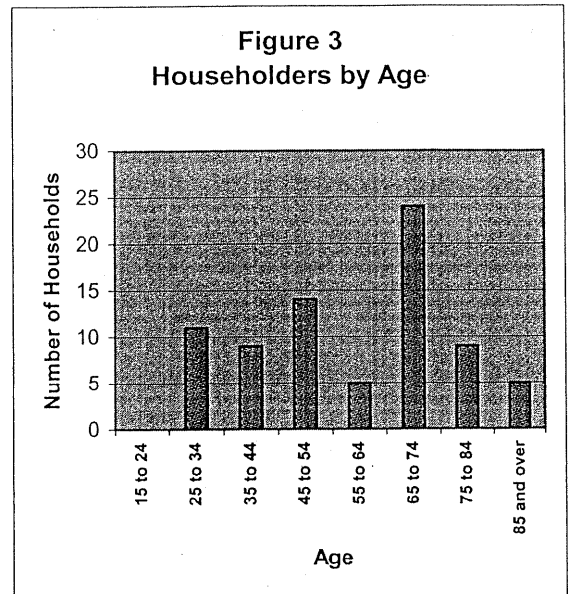
A **housing unit** is a house; apartment; mobile home; group of rooms; or single room occupied (or, if vacant, intended for occupancy) as separate living quarters. ^{U.S. Census}

Married couple families with children continue to constitute a sizable portion of Wisconsin households, but they continue to decrease in number and in proportion. ^{UW-EX}

Out of 75 households in the Town of Carey, 20 are single person households as shown in Table 3. About 49 percent of family households have children. No householders are less than 25 years old. More detailed household characteristics for the Town of Carey are shown in Table 3. According to U.S. Census data in Figure 3, about half the householders, both single and married, are more than 65 years old.

Table 3 Households	
	Town of Carey
Total Households	75
1. Family households	55
a. Married-couple family	48
i. With own children under 18 years	24
ii. Without own children under 18 years	24
b. Householder without spouse present	7
i. With own children under 18 years	3
ii. Without own children under 18 years	4
2. Nonfamily household	20
a. Householder living alone	19
b. Householder not living alone	1

Source: U.S. Census 2000 (SF 1)



Source: U.S. Census 2000 (SF 3)

Household Trends

The Town of Carey's average household size in 1990 was 2.50 persons, while in 2000 it was 2.55. Household size in most other Iron County municipalities decreased, which is in contrast to the increase in average household size in the Town of Carey. Households increased 17 percent from 1980 to 1990 and then decreased 8 percent from 1990 to 2000 (as shown by Census 2000 data in Table 4).

Household Projections

Household projections shown in Table 4 were created by the Northwest Regional Planning Commission. In the next 25 years, the Town of Carey is projected to gain four households.

Table 4 Household Trends 1980-1990 Household Projections 2005-2025								
TOWN OF CAREY	1980	1990	2000	2005	2010	2015	2020	2025
Households	71 ¹	70 ¹	75 ¹	75 ²	76 ²	77 ²	78 ²	79 ²

Source: ¹US Census Bureau 1980-2000 (SF 1)²NWRPC Projections

Household Income

During the most career productive years of 25 to 54 years old, the median income is above \$45,000, as shown in Figure 4. Households aged 35 to 54 have median incomes above \$60,000.

The 2000 U.S. Census identifies that 42 households have social security income and 30 households have other retirement income. This U.S. Census data may show the cause of lower median household income among householders aged 65 and older, as identified in Figure 4.

Table 5 shows that 35.1 percent households have an annual income between \$20,000 and \$34,999.

Table 5	
Household Income, 2000	
Annual Income	Percent of Households
Less than \$10,000	6.5%
\$10,000 - \$19,999	6.5%
\$20,000 - \$34,999	35.1%
\$35,000 - \$49,999	24.7%
\$50,000 - \$99,999	13.0%
\$100,000 and over	14.3%

Source: U.S. Census 2000 (SF 3)

Per Capita Income, Median Household Income, & Poverty Level

Per capita income is defined as all resident income divided by population. Table 6 shows the Town of Carey's median household income is \$35,625, which is higher than Iron County's median income of \$29,580. This may result from the fact that, in the Town of Carey, 50 percent of 77 households report incomes above \$35,000, as shown in Table 5. The percent of inhabitants below the poverty level in the Town of Carey is less than in Iron County, and also less than in the state.

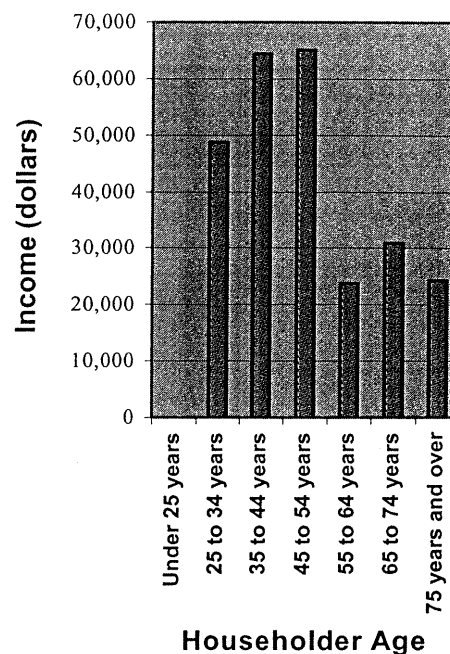
Table 6			
Income Comparisons, 2000			
	Per Capita Income	Median Household Income	Percent of inhabitants below poverty level
Town of Carey	\$24,918	\$35,625	3.6%
Iron County	\$17,371	\$29,580	11.1%
Wisconsin	\$21,271	\$43,791	8.7%

Source: U.S. Census 2000 (SF 3)

Education Levels

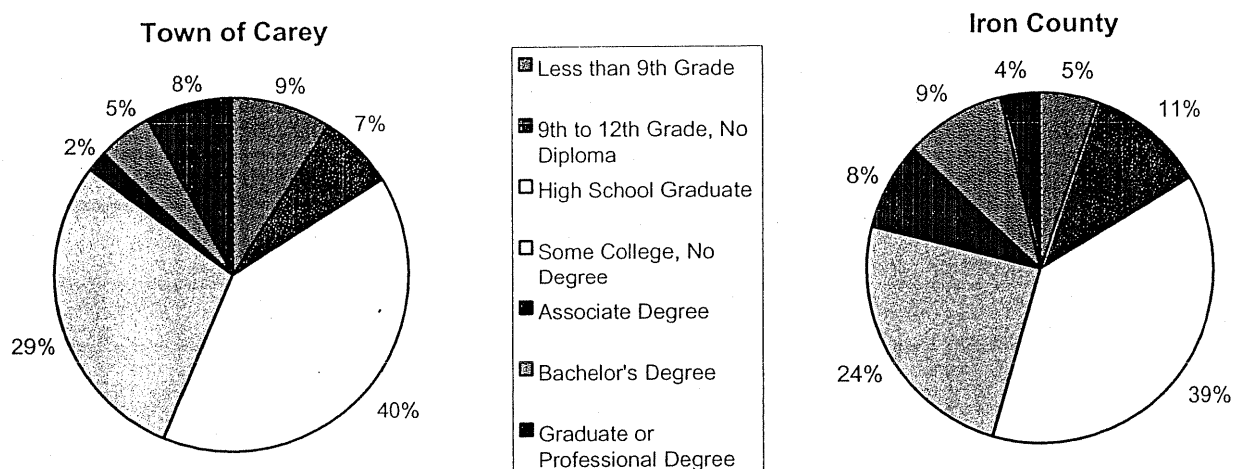
A good indicator of economic potential is the educational attainment of its residents. Figure 5 shows that Town of Carey residents have a slightly higher percent of high school graduates and residents with some college education compared to percentages in Iron County.

Figure 4
Median Household Income
2000



Source: U.S. Census 2000 (SF 3)

Figure 5
Educational Attainment, 2000
For Population Over 25 Years



Source: U.S. Census 2000 (SF 3)

Employment Characteristics

A community's labor force consists of all individuals age 16 and above who are employed or unemployed and looking for work. Iron County's labor force, shown in Table 7, has steadily risen between 1990 and 2001. The unemployment rate has risen three times and fallen twice in the last decade, according to Wisconsin Department of Workforce Development data shown in Table 7. No specific labor force data is available at the town level.

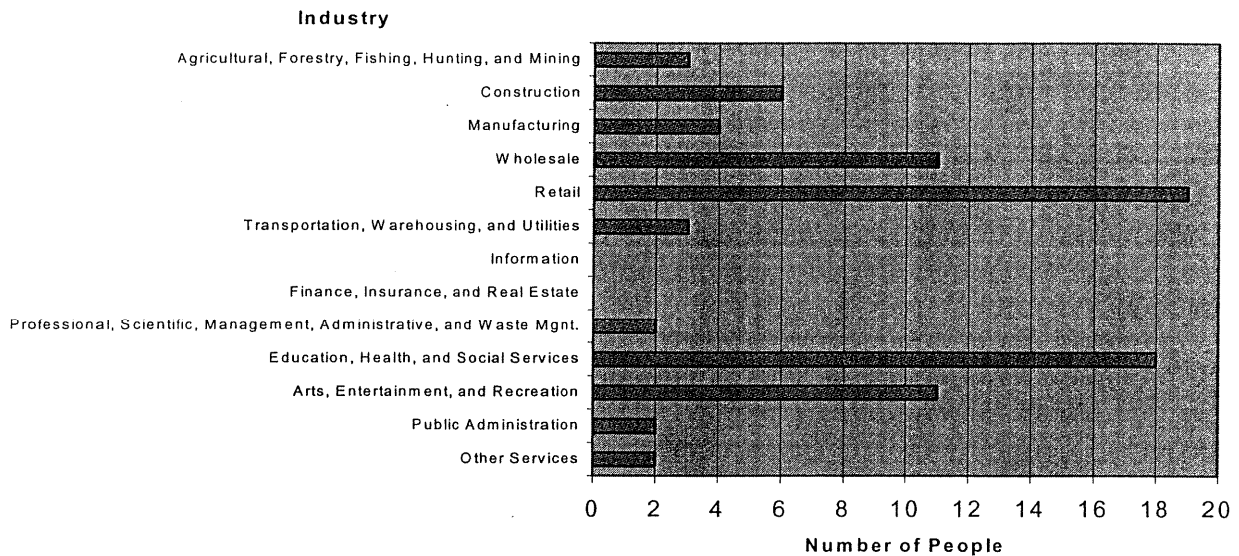
Table 7 Iron County Labor Force Data												
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	2,786	2,824	3,168	3,270	3,166	3,123	3,268	3,296	3,216	3,202	3,267	3,440
Employed	2,612	2,598	2,894	2,976	2,905	2,898	3,004	3,036	2,963	3,015	3,051	3,203
Unemployed	174	226	274	294	261	225	264	260	253	187	216	237
Unemployment Rate	6.2	8.0	8.6	9.0	8.2	7.2	8.1	7.9	7.9	5.8	6.6	6.9

Source: Wisconsin Department of Workforce Development

Employment by Industry

Hurley School District is the largest employer in Iron County. The education, health, and social services industry employs 18 Town of Carey residents. Retail employs the largest numbers of town residents, as seen in Figure 6. The cities of Hurley and Ironwood combined have a large population to support many retail activities. Figure 6 has additional employment by industry data.

Figure 6
Employment by Industry
Town of Carey, 2000



Source: U.S. Census 2000 (SF 3)

Top Iron County Employers

The manufacturing, retail, education, and health care industries account for the top 4 employment sectors in the county. The largest employers in Iron County, according to the Wisconsin Department of Workforce Development, are listed in Table 8.

Employer Name	Product or Service	Employment Size Range
Hurley School District	Elementary and Secondary School	100-249
Art Unlimited Sportswear LLC	Men's and Boys' Clothing, NEC Mfg.	100-249
Action Floor Systems LLC	Hardwood Dimension and Flooring Mills Mfg.	100-249
Villa Maria Healthcare Center	Skilled Nursing Care Facility	100-249
County of Iron	Executive & Legislative Govt. Office	50-99
The Copps Corp	Grocery Store	50-99
Wayne Nasi Construction Inc.	General Contractors-Nonresidential Buildings	50-99
Giovanoni True Value Hardware Inc.	Hardware Store	50-99
School District of Mercer	Elementary and Secondary School	50-99
Liberty Bell Chalet Inc.	Eating & drinking establishment	20-49
Snow Country Hardwoods Inc.	Lumber & wood: flooring & paneling	20-49

Source: WI DWD October 2002

Iron County Employment Forecasts

According to the 2000 Census, XXXX persons were employed, a XX percent employment rate. Forecasts were done using projected population estimates and assuming that XX percent of the population will be employed in the next 20 years.

In 2000, education, health, and social services lead the county in job type with 494 persons employed. Manufacturing was at a close second with 460 jobs and third was arts, entertainment, and recreation at 387. Predictions indicate that by 2025, these same three employment sectors will lead the county in employment. Table 9 displays forecasted Iron County job employment through 2025.

Table 9: Iron County Employment by Job Type 2000, Forecasts 2005-2025							
Job Categories	2000	% Employed in 2000	2005	2010	2015	2020	2025
Agriculture, forestry, fishing, & mining	102	3.6%					
Construction	314	10.9%					
Manufacturing	460	16.0%					
Wholesale Trade	97	3.4%					
Retail Trade	333	11.6%					
Transportation & warehousing	133	4.6%					
Finance, insurance, real estate	109	3.8%					
Information	50	1.7%					
Professional, management, admin.	117	4.1%					
Education, health & social services	494	17.2%					
Arts, entertainment & recreation	387	13.5%					
Public administration	150	5.2%					
Other services	125	4.4%					
Total	2,871	100%					

Source: U.S. Census (SF 3) & NWRPC Projections

Statements